OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	SATURDAY, 18th April, at Noon.
"SIBERIA MARU"	SATURDAY, 25th April, at Noon.
"KOREA"	TUESDAY, 5th May, at Noon.
"KOREA MARU"	WEDNESDAY, 13th May, at Noon.
"GABLO"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DJERIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April.
"TARTAR"	4,425 "	WEDNESDAY, 6th May.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"TARTAR"	4,425 "	WEDNESDAY, 15th July.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 22nd July.
"ATHENIAN"	3,882 "	WEDNESDAY, 5th August.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICA (PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG.	23rd April.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	5th May.	Freight.
Rebelmund	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	19th May.	Freight.
Brehmer	(Calling at SINGAPORE and PENANG).		
SEGOVIA	HAVRE and HAMBURG.	2nd June.	Freight.
Forck	(Calling at SINGAPORE and COLOMBO).		
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight.
Borch	(Calling at SINGAPORE and COLOMBO).		
NUBIA	NEW YORK VIA PORTS.	30th May.	Freight.
von Hoff			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,318 " " " G. F. Morrison, R.N.R.
"FATSHAN," 2,200 " " " A. W. Dixon.
"HANKOW," 3,073 " " " C. V. Lloyd.
"KINSHAN," 2,860 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,100 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 1,560 tons, Captain R. D. Thomas.
"SINAM," 583 " " " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903.

1337e

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14' x 30', 20' stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Voeux Road, Central.
Hongkong, 11th April, 1903.

1454e

HONGKONG ICE COMPANY,
LIMITED.

THE Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.
WM. PARLANE,
Manager.

Hongkong, 11th April 1903.

1455e

WANTED.

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.
Wanted a MANAGER for above Institution.

Apply to
HON. SECRETARY.
Hongkong, 20th March, 1903.

1338e

WANTED.

A TEACHER for St. Joseph's College.
Apply by Letter to

BRO. FRANCIS,
Director,
St. Joseph's College.

No. 2, Robinson Road,
Hongkong, 12th January, 1903.

1452e

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG 14th March 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings.

HONGKONG 14th March 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings.

HONGKONG 14th March 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings.

HONGKONG 14th March 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings.

HONGKONG 14th March 1903.

NOTICE.

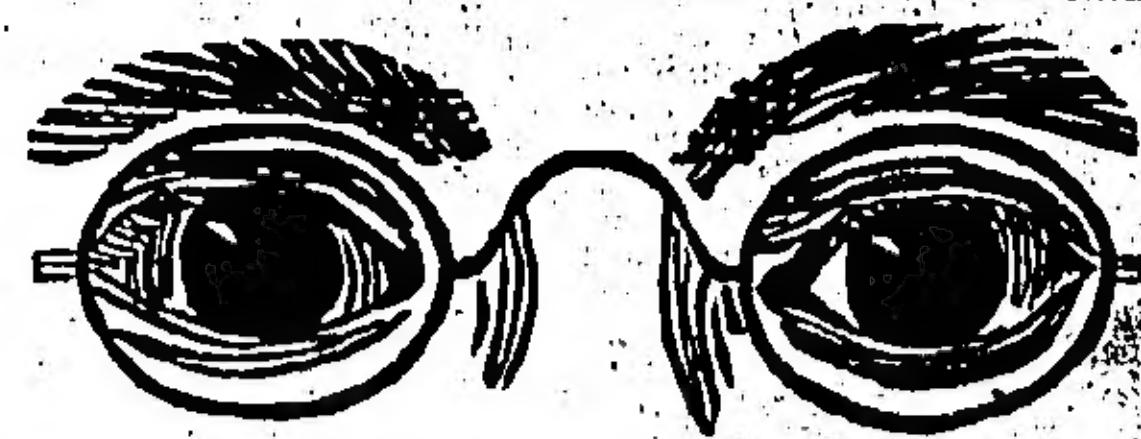
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings.

HONGKONG 14th March 1903.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

16c

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

117

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn'sCELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 64 & 66, Queen's Road Central, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,
and any other Chemicals.Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.40, QUEEN'S ROAD,
Watson's Building.

FURNITURE WAREHOUSE.

LI KWONG LOONG

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.Has been patronized by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leadingEstablishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 20th December, 1902.

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUPP & Co.)DEALERS IN
Jewellery and Silks, Pearls and Jade-stone
Ware, Ivory Ware and Carols, Chinese
Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.
Good quality and good workmanship.Prices lower than other shops in the same
line of business.

Hongkong, 19th December, 1902.

1339d

GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. Net \$5.80 per Cask ex
Factory.In Bags of 25 lbs. Net \$3.40 per Bag ex
Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st April, 1903.

WREXHAM
LAGA
BEER.

ENGLAND TO YOKOHAMA IN
TWENTY-ONE DAYS via C.P.R.

A passenger who makes the Transcontinental journey by the Canadian Pacific Railway today has to purchase a ticket a yard or two in length. It requires a considerable amount of practice to fold it up so that it will fit into an ordinary pocket-book; the conductor tears strips off it at regular intervals; the negro porter confiscates it at night and returns it to you, somewhat abbreviated in the morning; just when it has been reduced to a convenient size and you have begun to get fond of it, you part with it for ever.

One of these days it will be possible at one of the big London stations to buy an ordinary cardboard slip labelled *Vancouver or Yokohama, or Shanghai, or Sydney*. You will get into an express train that combines all the best features of English and American railway carriages, and run, by special arrangement with an English railway company, to Liverpool or some other seaport, and then embark on a Canadian Pacific steamship. The distance from Liverpool to New York is 3,205 miles; that from Liverpool to Halifax is 2,445 miles. Even if the new steamers only ran at the same pace as the fast Cunarders to-day, a passenger by this route would reach Chicago or Minneapolis, and be half way across the American Continent in the time that it now takes him to reach the Atlantic seaboard. The distance from Liverpool to Hongkong, via Quebec and Vancouver, is 11,548 miles, as against 17,753 miles via New York and San Francisco—that is, to say, a difference of 1,205 miles in favour of the all British route.

The writer happened to be standing on the verandah of the Vancouver Hotel one sunny morning last September. Down at the wharf was a big steamship, one of the White Empress Line, with the black smoke pouring out of her yellow funnels against the dark ground of pines on the Capilano Range. There are at present three Empresses plying between Vancouver, Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong. Their dimensions are: Length 485 ft., breadth 51 ft., depth 36 ft., tonnage 6,000. Their indicated horsepower is 10,000, and on the trial trips a speed of over nineteen knots an hour was developed. The Royal Mail service between Canada, Hawaii, and Australia, connecting with New Zealand and Tasmania, is performed by the Canadian-Australian Line steamships *Aorangi*, 4,250 tons and 4,500 h.p., *Moana*, 4,000 tons and 4,500 h.p., and *Mowera*, 3,000 tons and 4,000 h.p. These vessels are capable of maintaining a high rate of speed, their trial trips on the measured mile having been seventeen knots per hour.

Shortly after the Empress Line was first established, the Canadian Pacific Railway Company gave a practical demonstration to show what they could do, if necessary, to ensure a fast mail service to and from the Orient. The *Empress of Japan* left Hongkong at noon on August 11, 1891, calling successively at Shanghai, Nagasaki and Kobe. On August 19 the *White Empress* left Yokohama at 8.45 a.m., carrying forty-six saloons, eighteen second-class, and 200 Asiatic steerage passengers, besides 3,000 tons of general cargo and thirty-three sacks of mail. She arrived at Royal Roads at 4.24 a.m. on the morning of the 29th, and at Vancouver at noon on the same day (Saturday). Just one hour and eight minutes later a special train, carrying the eighteen mail-bags (twelve for London and six for New York) and one solitary passenger, started out of the station, speeding past the blue inlets under the shadow of the snow-topped mountains, in order, if possible, to cross the continent in ninety hours. The *City of New York* was to sail at 5 a.m. on September 2; if they could catch her, the mail would be in London by the 9th, and the journey from Yokohama to London via the Canadian Pacific would have been performed in twenty-one days. If they missed the *Imman* boat they would have to content themselves with the *Hamburg-American Columbia*, sailing at 6 a.m. the following day.

It was barely six years since the Canadian Pacific Railway Company had completed the long line of steel between the Atlantic and the Pacific, piercing its way through a barrier of 500 miles of mountains. Everybody loves a race against time, and a race across a continent at breakneck speed is the kind of thing that appeals to the Western imagination. At the boundary another special was in waiting to rush the mail across United States territory to the seaboard; and the American railwaymen were just as anxious to see the thing through as were their Canadian cousins.

From Swift Current, on the other side of the Rockies, there came a telegram on Monday morning saying, "The special passed here at 1.30 a.m., and we knew that she was safe across the mountains and nearly a thousand miles on her way from Vancouver; an hour later she was at Wolsley; at 5 a.m. she was at Brandon; at daybreak she rushed into the depot at Winnipeg, and out again at forty miles an hour. At nine o'clock that night she was at Port Arthur, on the west side of Thunder Bay, an arm of Lake Superior."

Meanwhile Assistant-Superintendent Bradley, of the New York Central, had been despatched to Brockville, on the Canadian bank of the St. Lawrence, to await her arrival. Superintendent Voorhes had a special train, composed of one baggage car, and an engine, ready at Morristown, just across the river, to carry the mails to New York; and Superintendent Jackson, of the Railway Mail Service, had arranged for two trucks to be at the Grand Central Depot to transfer the bags to the steamer at her dock in the N.R.

Could she do it? At noon on Tuesday Mr. Bradley telegraphed from Brockville to his chief that the C.P.R. train was 400 miles away and two hours late; cause of delay, hot boxes. At 2.00 p.m. another telegram was received saying that the train was but 300 miles away. At 6.10 the special passed Chalk River, 133

ASK for ASAHI JAPANESE BEER—
A. G. Gilfillan.

miles from Brockville, at fifty-five miles per hour. At eight o'clock she made her last stop before reaching Brockville, having made the last seventy-four miles in ninety-three minutes, including twelve minutes for a stop; the last thirteen miles had been covered in eleven minutes. Every second of time was valuable, and she had sixty-one more miles to cover before her share in the journey was accomplished; but at twenty minutes past nine she panted into Brockville Station, and had barely stopped when the mail-bags were hustled out, taken across the ferry, and put on the special furnished by the New York Central people at Morristown, the whole operation taking just twenty-five minutes. A 9.45 the American train started; she rushed the 12½ miles to Utica in 153 minutes, including eight minutes' stops; from Utica to Hoffman's Ferry, 63½ miles, she sped, at more than a mile a minute, in just one minute over the hour; in ninety minutes she had covered the ninety-five miles from Utica to Albany; from Poughkeepsie to Cold Springs, twenty-one miles, in twenty minutes; from Croton to Yonkers, nineteen miles, in sixteen minutes. At 4.43 a.m. she thundered into the Grand Central Depot at New York.

They had seventeen minutes to transfer the mail-bags to the steamer, but the Canadian Pacific authorities and Superintendent Jackson had seen the *Imman* Line people and made them promise to hold the steamer until the last possible moment. As quick as lightning Assistant-Superintendent Bradley, who had accompanied the special from Brockville, dumped the bags into the truck, jumped in himself, shouted to the driver, and the horses raced at a straining gallop through the streets in the twilight of early dawn. They reached the dock a few minutes after five and caught the steamer. The British postal authorities were less sympathetic, or less enterprising, and matters were somewhat bungled at the finish. Only the mail matter for Ireland was landed at Queenstown, the remainder being carried on to Liverpool. There the mail for the North was distributed, the remainder, consisting of 204 sacks, being forwarded to London by special train. The P.O. Department made no special effort to expedite the delivery of the bags in the transportation of which the Transatlantic authorities had made such extraordinary speed, and it was 11.8 a.m. on September 9 before the China mail was finally handed in at St. Martin's-le-Grand, in just 21 days 11 hours and 54 minutes—actual time—after leaving Yokohama.

The Canadian Pacific had shown what their railways could do if the necessity should arise; six years later, the *Empress of Japan* proved that their steamships could be depended on to correct an unavoidable delay on land. The usual time of the Empress steamers between Yokohama and Vancouver is fourteen days. This particular ship was advertised to leave Vancouver on June 21, 1897, at 1.30 p.m., but, on account of a cloud-burst on the eastern slope of the Rocky Mountains, which did considerable damage to the railway and caused serious interruption to traffic, she did not start till June 26 at 10 o'clock. She arrived at Yokohama on July 7 at 1.35 p.m., and at Hongkong five minutes after noon on July 14; that is to say, she left Vancouver 4 days 20 hours and 30 minutes late, and practically made up the lost time before reaching her first stopping-place. With a fast Atlantic service mails could be delivered to Vancouver in ten days, to Yokohama in twenty-one, to Sydney in thirty-one. With faster steamers on the Pacific this time could, of course, be shortened. From Yokohama to Hongkong is 1,600 miles; from Hongkong to Singapore, 1,430 miles; from Singapore to Calcutta, 1,630 miles. It would be difficult to overrate the importance of this route for the transportation of men and munitions in case of war; and it is easy to see the advantage it would be to have twenty-four or twenty-five-knot boats running across the Atlantic from one British port to another. The Canadian Pacific Company have agents and correspondents in every country in the world; they have the wealth and the organisation necessary to make such a line a success. If it is properly subsidised by the Imperial and Dominion Governments; and they already handle the Transcontinental and Trans-Pacific traffic. To-day it is possible that an Express boat, for instance, may arrive at Vancouver a day too late to catch an Atlantic steamer from Montreal or New York; but if the whole journey were controlled by one company this danger would be easily obviated.—*Westminster Gazette*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 16th at 11.30 a.m. The barometer has fallen considerably over E. Japan owing to the depression, which is passing to the Pacific to the N.E. of Japan.

Pressure is high over N.E. China, the barometer having risen moderately in that area since yesterday.

Gradients: slight with moderate N.E. and E. winds on the coast and over the N. part of the China Sea.

Forecast:—light moderate E. winds; fair.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1903.

ASK for ASAHI JAPANESE BEER—
A. G. Gilfillan.

Notice of Firm.

NOTICE.

THE Partnership formerly existing between Messrs. DORABJEE NOWROJEE, I. P. MADAR, and WILLIAM FARMER in connection with the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong, and the VICTORIA HOTEL, Shanghai, Canton, has been dissolved by mutual consent as from the 31st day of December, 1902.

Mr. WILLIAM FARMER, as from such date entirely takes over and becomes responsible for the business of the VICTORIA HOTEL, Shanghai, Canton, Messrs. DORABJEE NOWROJEE and I. P. MADAR, as from such date entirely take over and become responsible for the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong.

Dated this 14th day of April, 1903.
Messrs. DORABJEE NOWROJEE,
I. P. MADAR,
WM. FARMER.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Chief Inspector MACKIE, to Sell by

PUBLIC AUCTION,

TO-MORROW,

(FRIDAY), the 17th April, 1903,

at 2.30 p.m.,

within his residence, at the CENTRAL

POLICE STATION,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD CHEST-OF-DRAWERS,

DINING TABLES, DINNER WAGGON,

SINGLE AND DOUBLE IRON BED-

STEADS WITH MATTRESSES, CROCKERY,

AND GLASS WARE, TEAKWOOD SIDE-

BOARD WITH GLASS, MATTING, MEAT

SAFES, COOKING STOVE & UTENSILS,

&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th April, 1903. [472e]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 18th April, 1903,

at 2.30 p.m.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

SATIN-COVERED DRAWING-ROOM

SUITE, TEAKWOOD OVERMANTELS

WITH BEVELED GLASS, AMERICAN

ROLL-TOP DESKS, BLACKWOOD

WARE, TEAKWOOD EXTENSION

DINING TABLE & CHAIRS, MOROCCO-

COVERED SOFA AND CHAIRS, MARBLE-

TOP DRESSING TABLES WITH BEVELED

GLASS, FUR RUGS, ELECTRO-

PLATED AND GLASS WARE, DOUBLE

IRON BEDSTEAD with WIRE and

HAIR MATTRESSES, MARINBURK'S

MAKE WASHSTANDS and DRESSING

TABLES, COOKING STOVES, &c., &c.,

&c., &c., &c.

Also

An ENGLISH BILLIARD-TABLE,

CUES, &c., &c.

1 PIANO by Robinson & Co.

1 PIANO by Broadwood.

3 SADDLES and BRIDLES Complete.

On view on Friday, the 17th instant.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th April, 1903. [473e]

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by

PUBLIC AUCTION,

on

WEDNESDAY, the 22nd April, 1903,

at 11 A.M.,

at their

SALES ROOMS, No. 8, Des Vaux Road,

Corner of Ice House Street,

THE STOCK-IN-TRADE OF CHEUNG

WO'S FIRM,

43, Queen's Road Central,

Comprising:—

TWEEDS, FLANNELS, GENTLEMEN'S

SHIRTS, FELT & STRAW HATS, LINEN,

SOCKS, FLANNELLETTES, HANDKER-

CHIEFS, MONEY PURSES, PER-

FUMERY, BUTTONS, GENTLEMEN'S

BOOTS AND SHOES, SCISSORS, NECK-

TIES, COLLARS, WALKING STICKS,

SINGLES, RAIN COATS, BRACES,

SOAPS, &c., &c.;

Also

GLASS, SHOWCASES, COUNTER,

MIRRORS and TABLES will be sold on the

Premises, No. 43, Queen's Road Central, at

2.30 P.M.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 15th April, 1903. [474e]

For Sale.

FOR SALE.

A NEW MINIATURE BILLIARD

TABLE WITH CUES AND BALLS.

For Particulars, apply

"P.G."

C/o Hongkong Telegraph.

Hongkong, 14th April, 1903. [475e]

Hotel.

KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12nd October, 1902. [5116d]

Intimations.

BABIES AND CHILDREN

should be fairly plump. They ought to put on fat as fast as they use it up; for fat is fuel, and the burning of it makes power and force. Thin children—even along to the age of eighteen or twenty—are in danger from consumption, and from other wasting complaints. The children who starve, and the young men and women who are consumed—why, the very idea of it is frightful. For such as they there is always what the Bible calls a "mighty famine" in the land. Food, though it may be taken plentifully, does not nourish them. It makes no fat; it gives no strength. To prevent this, to cure this, to save the young ones at the mother's knees, and the bright boys and girls who are just looking at the world with hopeful and ambitious eyes, is the purpose of

WAMPOLE'S PREPARATION.

Its success is decided and settled. Thousands owe it to life and health. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and bone and blood diseases, nothing equals it; its tonic qualities are of the highest order. Parents whose children are sick cannot resort to it a day too soon. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, they love the taste of it, it looks good to them, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease among the people from infancy to old age. Every dose effective. "You cannot be disappointed in it." At all chemists and A. S. Watson & Co., Limited.

THE

ROBINSON
PIANO

Co., LTD.

JUST UNPACKED

DIRECT FROM THE
MAKERS.A NEW SHIPMENT OF THE
CELEBRATEDAPOLLO PIANO
PLAYERS

IN THE

LATEST STYLE.

Hongkong, 15th April, 1903. [475e]

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-

sumption, Obstructive Coughs or

Colds and those affected with diseases

of the Chest, Lungs and Bronchial

Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical author-

ities in all countries for the last twenty

five years, with the greatest success, it

continues to retain its reputation where

all other medicines have failed.

Grimault's Syrup immediately arrests

the Cough, Spitting of blood and Night-

sweats, and the Appetite improves rap-

idly—a fact soon demonstrated by an

increase of weight and healthy appearance.

Grimault's Syrup has a rose colour,

and is sold in flat oval bottles. Beware

of Imitations.

GRIMAULT & Co., Paris, tell by all Chemists.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	KOBE	FRIDAY, 17th April, at 4 P.M.
F. L. Pyne	MARSEILLES, LONDON & ANT-	SATURDAY, 18th April, at Daylight.
INABA MARU	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 21st April, at 4 P.M.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 21st April, at 4 P.M.
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 22nd April, at Noon.
KASUGA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 24th April, at Daylight.
H. Fraser	HAMA	FRIDAY, 24th April, at 4 P.M.
SADO MARU	KOBE and YOKOHAMA	SATURDAY, 2nd May, at Daylight.
S. J. G. Parsons	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	
YAWATA MARU	MARSEILLES, LONDON & ANT-	
A. E. Moses	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
HITACHI MARU		
J. Campbell		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1811.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.

WATSON'S
CELEBRATED
BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.

A blend of the finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.

Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended,
and are unsurpassed in quality:—

A.—THORNE'S BLEND \$12.00

B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES 16.00

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 215.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**CARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

The Hongkong Telegraph
HONGKONG, THURSDAY, APRIL 16, 1903.
**THE CHINESE PETITION RE
THE GOVERNOR.**

The publication of the Chinese petition, after it was transmitted to the Secretary of State for the Colonies, praying for an extension of His Excellency the Governor's term of office in Hongkong, called forth some very severe strictures from our two contemporaries on the text of the petition as viewed in the light of public opinion which our contemporaries represent. We, on the other hand, indulged in no violent diatribe against the petitioners. We were led to the belief that, as our information went, the desire was a pretty widespread one amongst the Chinese community to retain His Excellency for one further term of administration, and the petition was but the natural corollary of the sympathy with which His Excellency met Chinese views on public matters affecting their well-being. No fault could thus be found with the Chinese for having given expression to their wish in the form of a petition to His Majesty's Government. That was, indeed, the only course open to them to attain their end. But whether the object would be gained by the blunders committed on the part of a few with whom the petition first originated is very much open to question. The Hon. Dr. Ho Kai contributes to the press a long letter in which he seeks to meet, with some show of plausibility but not entirely with correct arguments, the condemnation of those who traversed the statements put forward in the petition. We have neither time nor space to criticize the letter in so far as it does not affect the points raised by us as regards the method of procedure Dr. Ho Kai and his colleagues thought best to adopt in this matter. But we cannot refrain from pointing out that he has neither satisfactorily explained nor accounted for the injudicious course the promoters of the petition took in so zealously guarding the secrecy of the document when its publication was sought for. The petition was presented to His Excellency the Governor on the 30th March, 1903. The English text appeared in our issue of the 3rd April, the same day as it was communicated to us. Dr. Ho Kai makes the statement that a few days after the completion of the draft Petition Mr. Chan Pak of the Chung Kwok Po (*China Gazette*), at his request, kindly made a literal translation of it and this was attached to the English form of the Petition. To go round for signatures was not one of the functions assigned to him, and he did not know how they were obtained. Such a translation might have been made, but the fact remains that few of the signatories knew anything of the content of the document before it was published in the papers. It is, however, pertinent to inquire whether it is at all likely that Mr. Chan Pak of the *Chung Kwok Po*, who undertook the translation, would have waited eight days after the presentation of the petition and four days after the publication of the English text in our issue before publishing the translation in his own paper on the 7th instant. Further comment is unnecessary. We leave it to our readers to draw their inference. Dilatoriness in Chinese journalism must contrast very unfavourably with our own practice. Dr. Ho Kai then proceeds to state that "judging from the confession of one of those that actually went round as to the way he had gone to work about this business, I cannot help agreeing with you that there is a distinct 'contrast in methods which differentiate the races promoting them'; but can you point out a singular instance in which the method of the Chinese in this respect has been substantially different?" We can, and will proceed to point out that in the matter of the Public Health and Buildings Bill and the Water Supply question, the discussions were carried out in meeting assembled of the Chinese interested and publicly of the proceedings was accorded to the public. These are instances which the promoters of the movement for the Governor's retention in Hongkong might well have emulated. There are sufficient intelligence and public spirit now apparent among a certain class of the Chinese citizens of Hongkong which must inevitably, sooner or later, break through the barrier of purely native conservatism which enshrouds the public actions of certain of their public men with a degree of mystery altogether incompatible with the rules governing the propriety of procedure relating to public affairs. Dr. Ho Kai endeavoured to make out that the present case is "analogous with the case of the laudatory address to the Hon. T. H. Whitehead. In that case, the Chairman of the deputation, who presented the address, had full knowledge of its contents and read it over several times before its presentation as pointed out by Mr. S. Rustonjee in his letter to the press at the time. Mr. Rustonjee's statement was never contradicted. The tone of the address was such as might have been construed to imply reflection on

the unsatisfactory representation of Chinese interests by their two members on the Legislative Council. It should not be difficult to deduce the whys and wherefores that prompted the change of front on the part of the spokesman on the occasion of the presentation of the address to the departing M. L. C. In the present case, Mr. Ho Kom Tong asked for a copy of the petition, but did not get it. We can positively assert, without fear of contradiction, that we applied for a copy of the petition from a quarter whence it could have been supplied to us without difficulty, if only the unwarrantable anxiety for secrecy had been set aside. No; the contents of this precious document to the promoters could not be divulged and the candid reason assigned for it was that opposition to the movement might be set up from quarters antagonistic to the present administration, and thus the efforts of the petitioners become neutralized by the timely action of their opponents. Dr. Ho Kai for some reason or other did not answer one of our correspondents why it was that the scheme connected with the High School has not been published, nor did he say that the letter praying for the establishment of the High School was the outcome of a very general and strong desire among the Chinese. As far as our information goes, and we are positive in the assertion, there is a strong feeling among the Chinese against the establishment of the High School with public money. We maintain that this High School should be open to all alike, and if it is to be maintained exclusively for the children of the upper classes of Chinese, we would suggest combined action on the part of the members of the Legislative Council other than the two Chinese members, against voting any further instalment of public funds in aid of an institution the establishment whereof is against all principles of good Government. In conclusion, we cannot resist the temptation of condemning in terms sufficiently strong the incautious consent by those in authority to the Hon. Dr. Ho Kai gaining access to official documents and departmental minutes otherwise than through the proper channel, namely, by motion for their production before the Legislative Council. The step was an injudicious one, inasmuch as it has laid the Government open to the rebuke that it lent its support and countenance to Counsel practically holding a brief for the head of the administration respecting a movement wherein his own personal interests are involved. Dr. Ho Kai's letter is, on the whole, an apology for governmental deficiencies during the present regime.

ACTING APPOINTMENTS.

Our evening contemporary, in its issue of yesterday, comments editorially upon the forthcoming changes in the Legal Department of the Colony, consequent upon the absence on two months' leave of Sir William Gooden, who leaves Hongkong for Japan by the *Empress of India* on the 22nd inst. According to the *China Mail* the Attorney General, Sir H. Spencer Berkeley, has apparently successfully established his claim as of right with the powers that be to the highest judicial post in the Colony, thus gaining priority over the Puisne Judge, His Honour Mr. Justice Wise and other officials in the Service the merits of whose claims, if weighed in the scale of purely impartial decision, deserve better consideration than they have evidently received at the hands of the Executive. We are impelled to criticize the present acting appointments from no sinister motive of personal bias against either of the two successful contestants, or greater regard for those who have been passed over without the recognition which is their due. It would, for instance, have been graceful, if not a distinct advantage to the Bench, had the Governor appointed to the Acting Chief Justiceship the Puisne Judge, Mr. A. G. Wise. A good lawyer, thoroughly versed in Chinese customs and the wiles of the Celestial, he could bring to bear upon the discharge of his high acting appointment the experience and practical knowledge which have raised him pre-eminently in public estimation as an exponent of the Bench of the first order. Honourable as the Attorney General's career has been in Crown Colonies of less importance than Hongkong, he owed his distinguished promotions largely to the peculiar conditions governing the constitution of the colony at the time. When, however, it is a case with Hongkong, the respective claims of individual applicants to promotion must be considered in the light of local merit. Accepting this as an axiom, and there are not many who would dispute it, the preference of the Puisne Judge for the higher judicial office must be admitted as far above that of any officer who can put forward a claim. Our contemporary refers to a right which Sir Henry Spencer has established in the present case. We have at present no knowledge that any right can be enforced in regard to an acting appointment. As far as we know of the practice regulating the re-adjustment of offices in the Civil Service on account of the absence of

any officer, the details are left to be settled amongst the officers departmentally, and reference is subsequently made to the Governor for approval purely as a matter of form. In these cases, it has been the practice for the officers in the lower grades to take up the respective posts on an ascending scale. This rule is not without exception, but nevertheless is one generally accepted as working well in practice. As regards substantive appointments the Colonial Office regulations are definite, and to these we will refer presently. The appointment of Mr. E. H. Sharpe, K.C., to be acting Attorney-General was as little expected as it must create surprise amongst officers in the Government service. While congratulating the appointee, there can admittedly be no objection offered by the public for having obtained the services of our senior barrister as legal adviser to the Crown for the short period of two months only. The wonder is that Mr. Sharpe should have cared to accept the duties of the office for so short a period. We imagine that the Government might have done better than ignoring the claims of its own servants whenever opportunity arises for promotion or advancement. In the legal department we have gentlemen of considerable local knowledge and experience eminently qualified to act in the capacity of Attorney General with credit to themselves and to the advantage of the Colony at large. Amongst the leading legal lights we need mention the names of but two to show that the Government in the choice of their candidates for the Attorney-Generalship need not have gone outside the ranks of Service men for their selection. We refer to the Registrar of the Supreme Court and his Deputy both of whose reputations are not confined to the circumscribed limits of the Island, but whose attainments, professional knowledge and distinguished career in the Service of the Crown should have secured for them the full measure of recognition which had been denied them in the past as it is again wrested from them on the present occasion. We have always held up for the application of the principles of justice and fairplay in all that concerns the affairs of Government, and in pursuance of that policy and to decry the flagrant injustice of which public servants of lesser influence are made the victims, we do not hesitate to denounce the Government for passing over just claims of worthy officers, by the neglect of whom the efficiency of the public service stands not improbably to suffer. An article in a recent number of *Truth* expresses our views so well and is so pertinent to the question under discussion that we make no apology in reproducing it in these columns. The writer says:—

"During the past few years many a budding barrister has entered the West African Colonial Service as a District Commissioner with the laudable ambition of blossoming forth—always supposing that he survived the perils of the climate—into a puisne judge, or at least an attorney-general or solicitor-general. The hope deferred that maketh the heart sick has caused one of these exiles from the Temple to unbend himself of a jeremiad on the vagaries of promotion in the Service. The substance of it is that favouritism is rife in the filling up of berths which ought to be the reward of merit alone, and in particular, that outsiders are often presented with the plums which ought to fall to the men already in the Service. My correspondent mentions several cases that have occurred in different Colonies, including two in which the Private Secretary to a Governor—one in the Gold Coast Colony, the other in Lagos—has received an appointment. With a praiseworthy desire to check jobbery, the Colonial Office rules and regulations lay down some excellent principles for the guidance of Governors in making or recommending appointments. One rule sets forth that 'appointments of gentlemen connected with the governor, or who have accompanied him to the colony as private secretaries or otherwise are open to much objection.' Another states that 'His Majesty will be advised to regard more favourably appointments which are in the nature of promotion for meritorious public servants than appointments made in favour of persons new to the public service.' In view of the facts that have been brought before me it is clearly time the Colonial Secretary insisted upon a closer observance of the spirit and the letter of these regulations. Although considerable dependence must necessarily be placed upon the recommendations of the Governor, as the man on the spot, the final responsibility for every appointment of any importance rests with the Colonial Secretary, as it is his business to take care that openings for official promotions are not utilised for the practice of gubernatorial jobbery."

We reiterate the hope that in Hongkong also a little more of the interpretation and practical application of the "spirit and letter" of the Colonial Office regulations might be put into effect to the benefit of the Colony, and Colonial appointments will then not be open to so much criticism on the part of the Press and the public. There has been enough of the force of the equality of treatment in Hongkong.

LOCAL AND GENERAL.

Have your picture taken at LeMunyon's Studio and you are sure to be pleased.—*Advt.*

PERSEVERANCE Lodge hold their regular meeting at Freemasons' Hall, 8.30 for 9 p.m. to-night.

An excellent account of a twenty-one days' trip from England to Yokohama via the C.P.R. is printed on page 3.

Mr. Power, I.M. Customs, has been transferred from Lo Tung to take command of the I.M. Customs launch *Kowloon Tsai*, leaving Mr. Kennedy in charge. Mr. McKenzie has resigned.

Bring your pictures to LeMunyon's to be framed. He has the very latest patterns in picture moulding, and is sure to please you.—*Advt.*

SERGEANT Gerrard has been transferred from the Central Police Station to Shengshui, vice Sergeant Kendall transferred to Pingshan, and Sergeant McDonald has been transferred to Sha-a-kok, vice Sergeant Smith resigned.

BEFORE Mr. J. H. Kemp this morning, Pun Yan, a clothier, charged another native with stealing a roll of silk valued at \$16. The case was, however, adjourned to the 20th instant, pending further investigations.

New Territory farmers are busy planting their first paddy crop, writes a correspondent. A well-known Hongkong Chinaman has imported a few American ploughs and harrows, but how they will suit native labourers remains to be seen.

Keep up with the times and have your Developing and Printing done at LeMunyon's. His work is of the very best and thoroughly guaranteed.—*Advt.*

H.M.S. *Britannia* leaves Hongkong for Weihaiwei and the *Argonaut* leaves for Yokohama on the 20th. H.M.S. *Alacrity* leaves for Woosung on the 23rd, and the *Oiler, Handy*, and *Junus* depart for the north two days later. H.M.S. *Rimado* is expected here on the 18th.

At the instance of Sergeant Lovett, of the Naval Yard Police, Wong Kee, a native, was charged before Mr. J. H. Kemp this morning with stealing 16 pounds of brass, valued at \$5, the property of the Admiralty. The charge was proved, and the Magistrate sentenced the culprit to six weeks' hard labour.

DURING the hearing of the case, in consequence of the *Fame* collision, at the Supreme Court this morning, Mr. Grist asked the Chinese engineer of the towing launch:—

How long after you stopped your engines did you feel the bump?

Time enough to take a cup of tea; moderate temperature.

CONSEQUENT upon the sinking of the *Shen Lung* passenger junk, at Pok Lo, on the 14th inst., on the North River, and the subsequent action of the various hospitals in Canton sending relief parties, it is reported that over one hundred and sixteen corpses have been recovered. It is estimated that altogether two hundred and eight passengers lost their lives.

WE are informed that what might have been a grave accident and probably attended by loss of life, occurred to the S. S. *Fine* yesterday afternoon, at the Kowloon Dock. It appears that this vessel after having had a thorough overhaul at the hands of the Kowloon Dock Company, and was just on the point of taking the water again from the slip, when the chocks gave way, with the result that the vessel was suddenly launched far out into the bay. It is fortunate that no mishap occurred.

THERE was a rumour current in the Colony to-day, especially among the Chinese section of the community, to the effect that the recent explosion of the Wing Chai arsenal at Canton was the work of the Triad Society, and furthermore that similar projects are contemplated by the same party on the other arsenals in Canton. In consequence of this report and also of the unsettled state of the place many of the well-to-do Chinese have determined upon the removal of their families to Hongkong from Canton.

By kind permission of Major Radcliffe and Officers, the Band of the 33rd Burma Infantry will play the following programme at the King Edward Hotel, to-morrow, Friday, the 17th inst.

PROGRAMME.
March "The Stars of the Empire" (Grandstaff).
Selection "The Emerald Isle" (Cullinan and Goss).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).
Finale "The Stars of the Empire" (Grandstaff).

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Arnold, Karberg & Co. \$50
Carlowitz & Co. 50
Hon. Sir P. C. Alter, C.M.G. ... 50
E. A. and C. Telegraph Co. ... 50
J. D. Hutchison & Co. 50
Johnson, Stokes and Master ... 50
Meyer & Co. 50
Lane, Crawford & Co. 50
J. Goossman 25

A FEW days ago, writes a correspondent from Santia, 27 men of Man Clan of Santia, New Territory, crossed the Chinese border at Sam Chun River, for ancestral tomb worship at Sai Lo. On arriving at their destination they were surrounded by some 40 men armed with rifles and revolvers belonging to the Mak Clan, Chinese Territory. The aggressors declared that six head of their cattle had been stolen by the Chan Clan, Chinese Territory, who had sold them to the Man Clan, also of Chinese Territory. It was because they considered the Man Clan, Chinese Territory, related to the Man Clan, British Territory, that they made the worshippers prisoners, and marched them off to Shui Tin Po village where they imprisoned them in an empty house. Five were subsequently released. The Santia village elder is of opinion that the Chinese authorities are unacquainted with the occurrence, and a petition has been sent, through the Deputy Superintendent of Police at Tai-po to the Governor of Hongkong, asking that steps be taken to obtain the release of their clansmen.

I wish to announce to the people of Hongkong that I am now prepared to take portraits in the very latest styles and patterns. Prices reasonable. Yours very truly, C. E. LeMunyon, No. 31 Des Voeux Road, P. O. Box 368, Telephone 390.—*Advt.*

AT this particular time of the year, when plague is so prevalent it is refreshing to know that there are some people in this Colony who really do assist the police in the stamping out of the disease. Before Mr. J. H. Kemp, P.C. Cullford charged a ricksha coolie with having a dead body in his ricksha on the 15th instant at Praya East. From the facts it appeared that the matter was first brought to the notice of the police by Messrs. W. Pope and Mr. A. Martin of the Royal Naval Yard. These two gentlemen noticed the ricksha contained a dead body, and Mr. M. A. Martin immediately gave chase. Seeing that escape was hopeless, the ricksha coolie quickly threw the corpse into the road, and on the gentleman in question coming up, he offered himself for hire, hoping thereby to escape punishment. The constable on the beat was, however, notified and arrested the man. In passing a fine of \$25 on the ricksha coolie Mr. J. H. Kemp complimented Mr. M. A. Martin for helping the police and expressed the hope that in future officers would follow the example set by Mr. Martin.

Never pass LeMunyon's New Store without stopping in. He always has something to please you.—*Advt.*

THE Hongkong Cricket Club's lawn tennis championship competition (singles) at present stands as follows:—

1. G. H. Edwards	2. G. H. Edwards
3. G. H. Edwards	4. G. H. Edwards
5. G. H. Edwards	6. G. H. Edwards
7. G. H. Edwards	8. G. H. Edwards
9. G. H. Edwards	10. G. H. Edwards
11. G. H. Edwards	12. G. H. Edwards
13. G. H. Edwards	14. G. H. Edwards
15. G. H. Edwards	16. G. H. Edwards
17. G. H. Edwards	18. G. H. Edwards
19. G. H. Edwards	20. G. H. Edwards
21. G. H. Edwards	22. G. H. Edwards
23. G. H. Edwards	24. G. H. Edwards
25. G. H. Edwards	26. G. H. Edwards
27. G. H. Edwards	28. G. H. Edwards
29. G. H. Edwards	30. G. H. Edwards
31. G. H. Edwards	32. G. H. Edwards
33. G. H. Edwards	34. G. H. Edwards
35. G. H. Edwards	36. G. H. Edwards
37. G. H. Edwards	38. G. H. Edwards
39. G. H. Edwards	40. G. H. Edwards
41. G. H. Edwards	42. G. H. Edwards
43. G. H. Edwards	44. G. H. Edwards
45. G. H. Edwards	46. G. H. Edwards
47. G. H. Edwards	48. G. H. Edwards
49. G. H. Edwards	50. G. H. Edwards
51. G. H. Edwards	52. G. H. Edwards
53. G. H. Edwards	54. G. H. Edwards
55. G. H. Edwards	56. G. H. Edwards
57. G. H. Edwards	58. G. H. Edwards
59. G. H. Edwards	60. G. H. Edwards
61. G. H. Edwards	62. G. H. Edwards
63. G. H. Edwards	64. G. H. Edwards
65. G. H. Edwards	66. G. H. Edwards
67. G. H. Edwards	68. G. H. Edwards
69. G. H. Edwards	70. G. H. Edwards
71. G. H. Edwards	72. G. H. Edwards
73. G. H. Edwards	74. G. H. Edwards
75. G. H. Edwards	76. G. H. Edwards
77. G. H. Edwards	78. G. H. Edwards
79. G. H. Edwards	80. G. H. Edwards
81. G. H. Edwards	82. G. H. Edwards
83. G. H. Edwards	84. G. H. Edwards
85. G. H. Edwards	86. G. H. Edwards
87. G. H. Edwards	88. G. H. Edwards
89. G. H. Edwards	90. G. H. Edwards
91. G. H. Edwards	92. G. H. Edwards
93. G. H. Edwards	94. G. H. Edwards
95. G. H. Edwards	96. G. H. Edwards
97. G. H. Edwards	98. G. H. Edwards
99. G. H. Edwards	100. G. H. Edwards

THE HONGKONG ADMIRALTY DOCK.

The petition—a copy of which was recently published in our columns, to the Secretary of State for the Colonies regarding the Admiralty Dock under construction and the contemplated extension of the Naval Yard, was despatched by mail last Thursday. A message to the following effect was wired by the Governor in advance:—

A petition largely signed by representatives of all classes and nationalities has been presented to the Governor praying the Secretary of State for the Colonies to appoint a Royal Commission to consider the removal of the proposed new Admiralty Dock which as at present situated will ruin the expansion of this city.

As stated, all interests in the Colony were represented, and the signature included those of every class, every nationality, and most of the large firms. It is worthy of note that a single dissenting voice was raised, so there is no reason for doubting that the opinions therein expressed are those of all who have the interests of Hongkong at heart.

"NAME" COLLISION REVIVED.

TUGBOAT NOT TO BLAME.

At the Supreme Court, before the Judge this morning, Mr. Grist appeared on behalf of Mr. Lo Kam Lo, who is plaintiff, against Mr. J. Hays, who acted for Mr. Cheung Sing (defendant). The plaintiff claims \$250.50 being the alleged damages sustained by him as the result of a collision between his cargo boat No. 791 (while being towed by the defendant's steam launch *Choy On*) and the Hongkong and Whampoa Dock Co.'s tug *Fame*, which occurred on the 14th December last.

On the 13th March last, Mr. Grist, on behalf of a Mr. Lo Kam Lo, sued the Hongkong and Whampoa Dock Co., Ltd., for damages, but though it was admitted by the defendant to have been his duty to have kept out of the way, it was contended that the plaintiff had contributed to the collision. Judgment was given for the Dock Co. with costs, and subsequently the plaintiff instituted the present proceedings with an idea of recovering their loss in another direction.

Mr. Grist said that the plaintiffs had chartered the defendant's steam launch to tow them from the Canton Steamboat wharf to the *Empress* steamer, and when on their way thence the collision with the tug *Fame* occurred. Evidence was led, the only European witness being Capt. Stephen McLean, of the *Robert Cook*, ex-captain of the *Fame*.

In giving judgment, with costs, for the plaintiff, the Hon. A. G. Wise said that the *Fame* was not to blame, but there was a shadow of justification for the steam launch.

DEPARTURE OF MR. A. MACKIE.

EX-CHIEF INSPECTOR OF POLICE.

At about 9.30 a.m. a large number of inspectors of Police, Sergeants, constables, including the Indian and Chinese police forces, and civilian friends assembled at the Bank Wharf to bid farewell to Mr. A. Mackie, ex-chief inspector of Police. Mr. Mackie is accompanied by Mrs. Mackie and his younger son. After receiving the good wishes of all those present the party boarded a steam launch and proceeded to the R. & O. liner *Jawa*, which is to convey them to the old country. On board ship there was also a gathering of some of Mr. Mackie's personal friends. At his residence last evening the Hon. F. H. May, C.O., Colonial Secretary, entertained a dinner of 12, chief inspectors and seven inspectors of Police.

POLLARD'S AT THE THEATRE ROYAL.

The *Belle of New York* was repeated at the City Hall last evening and passed off without a hitch. *La Mascotte* will be staged to-night, to-morrow night, and also as a matinee on Saturday afternoon. The latter will commence at 3.30 when children and adults will be admitted half price. *A Gaiety Girl* will be staged on Saturday night. In the evening Master Fred Pollard sings his famous "Pleasure go away and let me sleep." On Tuesday night the company give their final performance of the season in Hongkong when *Wheeler and Field's* great American burlesque *Prize-Life* will be given.

THE PLAGUE.

During the twenty-four hours ended at noon yesterday, two further cases of Chinese bubonic plague, making 237 since January 1st, were notified as having occurred in Hongkong. They were from No. 21 Bonham Street, 15 Des Voeux Road, Central, 500, Des Voeux Road, West, 7, Lok Hing Lane and 17, Tai Wo Street. A dead body was found opposite U Lok Lane and another in Ship Street.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Gregory Ahear*) To-morrow.
French (*Calendrier*) 15th inst.
American (*America*) 15th inst.
Indian (*Sultan*) 25th inst.
Australian (*Guthrie*) 25th inst.
American (*Korea*) 25th inst.

The T. K. K. steamer *Rosita* left Manila yesterday afternoon, and is expected here to-morrow afternoon, at about 2 p.m.

The E. & A. Co.'s steamer *Guthrie* from Sydney, left Port Darwin, and is due here about 25th inst.

The M. Y. K. Co.'s steamer *Atsuta Maru* (Bombay Line) left Shinagawa, and is expected to arrive here on the 20th inst.

The P. & S. S. Co.'s steamer *Hongkong* leaves with mails, etc., which left hence on the 17th March for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu, arrived at her destination on the 13th inst.

ASK for ASAHI JAPANESE BEER—G. G. G.

Post Office.

A Mail close:
 For Canton—Per *Honam*, to-morrow, 7.30 A.M.
 For Bangkok—*Tsintau*, to-morrow, 9 A.M.
 For Quong Tchei—*Hoihow*, to-morrow, 9 A.M.
 For Amoy—Per *Thurlo*, to-morrow, 9 A.M.
 For Amoy—Per *Idis*, to-morrow, 9 A.M.
 For Swatow, Ahy and Foochow—Per *Haimun*, to-morrow, 10 A.M.
 For Swatow, Ahy and Foochow—Per *Thurlo*, to-morrow, 10 A.M.
 For Moji, Kobe, Yokohama, Victoria (B.C.) and Tacoma—Per *Tacoma*, to-morrow, 11 A.M.
 For Swatow and Tientsin—Per *Kacuyung*, to-morrow, 11 A.M.
 For Straits, Colombo and Bombay—Per *Frans Ferdinand*, to-morrow, 1 P.M.
 For Macao—Per *Hongshing*, to-morrow, 1.15 P.M.
 For Manila—Per *Loongsang*, to-morrow, 4 P.M.
 For Shanghai—Per *Kiukiang*, to-morrow, 4 P.M.
 For Singapore and Colombo—Per *Konigsberg*, to-morrow, 4 P.M.
 For Canton—Per *Kinshun*, to-morrow, 5 P.M.
 For Nambu—Per *Talle*, to-morrow, 5 P.M.
 For Kuantan Sandakan—Per *Borneo*, to-morrow, 5 P.M.
 For Manila—Per *Zifiro*, on Saturday, 18th inst., 9 A.M.
 For Singapore—Per *Robilla* Maru, on Saturday, 18th inst., at 9 A.M.
 For Singapore, Penang and Calcutta—Per *Namung*, on Saturday, 18th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, on Saturday, 18th inst., at 11 A.M.
 For Moji—Per *Tsurugian Maru*, on Saturday, 18th inst., 5 P.M.
 For Swatow, Amoy and Tamsui—Per *Daigi Maru*, on Sunday, the 19th inst., at 9 A.M.
 For Shanghai—Per *Singau*, on Monday, 20th inst., 4 P.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiwan*, on Tuesday, 21st inst., 3 P.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria (B.C.) and Seattle (U.S.A.)—Per *Kaga Maru*, on Tuesday, 21st inst., 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria (B.C.) and Vancouver—Per *Empress of India*, on Wednesday, 22nd inst., at 11 A.M.
 For Manila—Per *Sungking*, on Wednesday, 22nd inst., 3 P.M.
 For Cebu and Hilo—Per *Kuif*, on Thursday, 23rd inst., 3 P.M.
 For Moji, Kobe, Yokohama, Victoria (B.C.) and Portland, Or.—Per *Imravelli*, on Friday, 24th inst., 9 A.M.
 For Manila—Per *Rubi*, on Saturday, 25th inst., 9 A.M.
 For Europe, &c., India, via Tutuicora—Per *Bullard*, on Saturday, 25th inst., at 11 A.M.
 For Europe, &c., India, via Tutuicora—Per *Riautshou*, on Wednesday, the 29th inst., 11 A.M.

SHIPPING REPORTS.

Capt. Robertson, of the s.s. *Kilburn* from Moji, reports—Light air and foggy during voyage.
 Capt. Martinoli, of the s.s. *F. Frans Ferdinand*, from Kobe, reports—Fog and light N.E. wind.
 Capt. Robson, of the s.s. *Thales* from Swatow, reports—Light N.E. wind and fine clear weather until 4 a.m. to-day, thence thick fog and calm.
 Capt. Hillmann, of the s.s. *Petchaburi* from Bangkok, reports—Left Kohsichang on the 6th inst., passed Cape Padaran on the 9th, and reached Swatow on the 13th, left there on the 14th at 7 p.m., and reached Hongkong on the 15th at 3 p.m. From Kohsichang to Pulo Obi met with southerly winds and moderate sea, from there to Cape Padaran strong easterly wind and rough sea, from Cape Padaran to Swatow met with variable winds and light sea, and on the last day heavy N.E. swell, from Swatow to port, fine weather until one o'clock in the morning, and thence met with fog until we arrived at Tamon Island.

HONGKONG AND WHAMPOA DOCK RETURNS.

Compania de Filippias at Kowloon Dock.
Hyades " " "
Montana " " "
H.M.S. Abdon " " "
Kwang Lun " " "
Hue " " "
Formosa " " "
H.T.G.M.S. Juglar " " "
Canton River " " "
Lennox " " "
Robilla Maru " " "
Chinguo " " "
Selun " " "
Tsurugian Maru " " "

CHINA COAST STEAMSHIP REGISTER.

April 15th, 1903, a.m.
 Wladivostok 7 a.m. — SW 8
 Nemuro 6 a.m. 30.00 — SW 6
 Hakodate 30.01 — SW 6
 Koshi 30.28 — SW 4
 Koki 30.11 — SW 8
 Nagasaki 30.03 — SW 8
 Kagoshima 30.07 — SW 4
 Oshima 30.12 — SW 2
 Naha 30.09 — SE 2
 Ishigakijima 30.05 — E 2
 Taihoku 30.02 — — 0
 Taichu 29.58 — — 0
 Tainan 30.01 — NE 2
 Koshun 30.01 — — 0
 Pescadores 30.01 — NE 2
 Weihaiwei 30.01 — — 0
 Gutzlaff 30.01 — — 0
 Sharp Peak 30.03 55 — E 3
 Amoy 30.03 60 — E 3
 Swatow 30.03 60 — E 3
 Canton 30.03 60 — E 3
 Hongkong 30.03 60 — E 3
 Victoria Peak 30.03 — — 3
 Macao 30.03 — — 3
 Haiphong 30.03 — — 3
 Manila 30.03 — — 3
 Malate 30.03 — — 3
 Bacolod 30.03 — — 3
 Iloilo 30.03 — — 3
 Cebu 30.03 — — 3
 C. St. James 30.03 — — 3

YESTERDAY.

WEATHER REPORT.

On date at 8 a.m. On date at 4 p.m.
 Barometer 30.06 30.04
 Temperature 72 77
 Humidity 99 85
 Rainfall — —

SHIPS PASSED THE CANAL.

Outward—24th March—*Bennahr*, *Denbighshire*, *Wurzburg*, 27th March—*Tiergarten*, *Reparly*, *Goudwin*, *Silvia*, 31st March—*Culchis*, *Gibraltar*, 3rd April—*Pyrhus*, 7th April—*Romby*, *Hokada Maru*, *Strasbourg*, 9th April—*Glenyle*, *Kawachi Maru*, *H. R. Austria*, 15th April—*Mo Asia*, *Houburg*, *Rudolfshir*, *C. F. v. Latus*, *Indrales*, *Tollenham*, *Zieten*, *Ruscha*.
 Homeward—20th March—*Tantalus*, 27th March—*Glenyle*, *Sudo Maru*, 3rd April—*Suevia*, 7th April—*Ranica*, *Dardanus*, 9th April—*Dioned*, 15th April—*Salasie*, *Vindobona*, *Shimosa*.

Arrivals at Home—3rd April—*Manuel*, *Lluquon*, 6th April—*Ceylon*, 7th April—*Annan*, 9th April—*Ureburg*, *Preussen*, 15th April—*Pyrhus*.

VESSELS IN PORT.

STRAMERS.
 BORNEO, German steamer, 2,168, S. Muhle, 6th Apr. 1—Sandakan 1st April, General—Melchers & Co.
 CHINA, Austrian steamer, 3,855, F. Mosco, 14th April—Trieste 6th Mar., and Singapore 8th April, General—Sander, Wieler & Co.
 CHING WO, British steamer, 3,115, Parkinson, 3rd April—Singapore 27th Mar., General—Butterfield & Swire.
 DAPHNE, German steamer, 1,290, E. Schipper, 13th April—Java 5th April, Sugar—E. A. Trading Co.
 EASTERN, British steamer, 3,500, Winthrop, 13th April—Kobe 31st Mar., Gen.—Gibbs, Livingston & Co.
 EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 14th April—Vancouver 24th Mar., and Shanghai 11th April, Mails and General—C. P. R. Co.
 ESCALONA, British steamer, 2,974, Fairweather, 23rd Mar.—Port Said 20th Feb., General—David Sassoon & Co., Ltd.
 FORMOSA, British steamer, 686, J. W. Evans, 8th April—Manila 4th April, General—Douglas, Lapraik & Co.
 HAILONG, British steamer, 783, S. Gibson, 14th April—Tamsui 9th April, Amoy 11th, and Swatow 14th, General—Douglas, Lapraik & Co.
 HOIHO, Fr. s.s., 509, M. Merles, 15th Apr.—Haiphong and Hoihow 14th Apr., Rice—A. R. Marty.
 HOKOKU MARU, Japanese steamer, 1,715, K. Yasumitsu, 30th Mar.—Moji 25th Mar., Coal—Becker & Co.
 HOLSTEIN, German steamer, 985, H. Lorenzen, 13th April—Saigon 8th April, Rice and General—Jensen & Co.
 HONGKONG, Fr. s.s., 750, A. Suzzani, 14th Apr.—Haiphong via Pakhoi, Hoihow and Kwan-chau-wan 13th Apr., Gen.—A. R. Marty.
 HUE, French steamer, 704, G. Godinard, 31st Mar.—Haiphong and Kwong-chow-wan 30th Mar., General—A. R. Marty.
 HYADES, American steamer, 2,922, G. Wright, 15th Mar.—Tacoma 2nd Feb., Yokohama, Kobe and Moji 9th Mar., General—Doddwell & Co., Ltd.
 INDRAVELLI, Fr. s.s., 3,152, W. E. Craven, R.N.R., 14th Apr.—Portland, Or. and way ports 8th Mar., Gen.—Portland and Asia Co.
 KAGA MARU, Japanese steamer, 3,906, Gen. Anderson, 12th April—Shanghai 7th April, General—Nippon Yusen Kaisha.
 LENNOX, British steamer, 2,362, F. Waven, 8th April—Moji 2nd April, Coal—Jardine, Matheson & Co.
 LOYAL, Ger. s.s., 1,537, J. Buhrmann, 14th Apr.—Chinkiang 8th Apr., Rice and Ground-nuts—Sander, Wieler & Co.
 LOONGSANG, British steamer, 1,090, G. S. Weirall, 14th April—Manila 12th April, General—Jardine, Matheson & Co.
 MADEIRA RICKMERS, Ger. s.s., 1,020, T. Sanders, 14th Apr.—Bangkok 8th Apr., Rice—Arnhold, Kaiberg & Co.
 MARIA RICKMERS, German steamer, 1,017, H. Bandell, 11th April—Chinkiang 7th April, General—E. A. Trading Co.
 MARIEBESSEN, Ger. s.s., 1,771, H. Bendixen, 15th Apr.—Saigon 10th Apr., Rice—Jensen & Co.
 NANSANG, British steamer, 4,035, G. Payne, 10th April—Calcutta 25th Mar., Penang 31st, and Singapore 4th April, General—Jardine, Matheson & Co.
 PROMETHEUS, Norw. s.s., 1,013, H. Lersby, 15th Apr.—Amoy 13th Apr., Ballast—C. M. S. N. Co.
 ROHILLA MARU, Japanese steamer, 3,850, E. P. Bishop, 9th April—Manila 7th April, General—Mitsui Bussan Kaisha.
 ROSSUJO, Russian steamer, 1,374, G. Stenins, 13th April—Chinkiang 8th April, Ground-nuts—E. A. Trading Co.
 SAGAMI, British steamer, 2,996, P. A. Appleton, 10th April—New York via Manil 17th April, General—Doddwell & Co., Ltd.
 SIBERIA, American steamer, 1,284, J. T. Smith, 7th April—San Francisco 10th Mar., Honolulu 17th, Yokohama 31st, Kobe 31st, Nagasaki 2nd April, and Shanghai 4th, Mails and General—P. M. S. S. Co.
 TACOMA, American steamer, 1,689, A. Dixon, 7th April—Tacoma via Ports 8th Mar., General—Doddwell & Co., Ltd.
 TAIFU, German steamer, 1,063, A. Menzell, 13th April—Canton 12th April, General—E. A. Trading Co.
 TETARTOS, Ger. s.s., 1,570, W. Dinse, 14th Apr.—Singapore 7th Apr., Gen.—Sander, Wieler & Co.
 TSINTAU, German steamer, 1,002, O. Koch, 10th April—Bangkok and Koh-si-chang 3rd April, Rice—Butterfield & Swire.
 TSURUGIAN MARU, Japanese steamer, 2,559, J. Narazaki, 14th April—Kuchino 9th April, Coal—Mitsui Bussan Kaisha.
 VERONA, German steamer, 3,038, H. W. Spieser, 13th April—Moji 8th April, Coals—Mitsui Bussan Kaisha.
 YONEYAMA MARU, Japanese steamer, 1,959, H. Yamamoto, 13th April—Moji 8th April, Coal—Order.
 ZAFIRO, British steamer, 1,611, R. Rodger, 13th April—Manila 11th April, General—Shewan, Tomes & Co.

SAILING VESSELS.

CHITTONFORD, British 4-masted barque, 2,197, A. O'Brien, 13th April—New York 30th Oct., General—Standard Oil Co.
 COLUMBIA, American ship, 772, Sogage, 24th Mar.—Puget Sound 22nd Jan., Lumber—Butterfield & Swire.
 DHARWAR, Swedish barque, 1,770, A. P. Larsen, 11th April—Fremantle 13th Dec., Sandalwood—Jardine, Matheson & Co.
 ECLIPSE, British barque, 2,969, McBryde, 17th Mar.—Nagasaki 8th March, Ballast—Standard Oil Co.
 GROSVENOR, British barque, 516, Boga, 14th June—Mauritius 16th January, Sugar—Abdulla & Co.
 HOLMWOOD, American bark, 1,084, E. M. Knight, 23rd Feb.—Fremantle, W.A. 12th Dec., Sandalwood—Gilman & Co.
 LUCIA, British barque, 630, Andersen, 13th Mar.—Singapore 28th Dec., Timber—Order.

VISITORS AT THE HONGKONG HOTEL.

Addis, Mr. and Mrs. Teely, Rev. F. Jaffi, D.
 Aitey, Staff-Paymaster Jones, H. B.
 Bailey, Mr. and Mrs. Jameson, Mr. and Mrs.
 Baker, H. H. Joseph, Mr. and Mrs.
 Barrett, H. Katsch, E. A.
 Barrett, E. C. Langley, A. L.
 Bissell, E. V. Lebrun, H.
 Black, Mr. and Mrs. Leenin, D. C. J. von
 Blackwood, Miss A. J. Marriott, Dr. A.
 Bolton, Mrs. W. H. Mast, Mr. and Mrs. E.
 Boggan, Mr. & Mrs. McAdam, T. P.
 Bonner, E. E. Mcginn, M.
 Borwick, Mr. & Mrs. Moon, D. H.
 B. W. Monton, Mr. and Mrs.
 Bentein, Mr. and Mrs. B. K.
 Burt, B. Mudge, A.
 Burt, Gen. and Mrs. Murphy, Mr. and Mrs.
 Brigstock, Mr. & Mrs. E. O.
 Brown, W. B. Neill, W. L. O.
 Brown, W. S. Newman, M. K.
 Bunner, Mr. and Mrs. North, R. N. C. J.
 W. C. Ollis, Mr. and Mrs. and nurse
 Cart, Maj. J. E. Parfitt, W.
 Chapman, F. Pinkerton, W. A.
 Chew, W. R. Rankin, J.
 Cohen, Mr. and Mrs. Ranney, Mr. and Mrs.
 Cole, U. E. E. O.
 Colson, J. W. Reid, H. J.
 Conant, J. W. Russell, Mr. and Mrs.
 Dean, Mrs. F. W. A.
 Derbyshire, J. H. Ryder, G. W.
 Douglas, Capt. & Mrs. Salter, Miss J. W.
 Douglas, J. Salter, C.
 Downing, T. C. Schomburg, A.
 Doyle, Mrs. Schott, L.
 Dralle, S. Sherman, Mr. and Mrs.
 Edwards, F. W. R. H.
 Ellis, Mr. and Mrs. A. Skott, C.
 Fisher, H. G. Smith, D. H. S.
 Fortis, Mr. and Mrs. J. A. Snewin, E. A.
 Galsberg, F. W. Somerville, Geo.
 Gause, F. T. Taylor, W.
 George, C. Taylor, J. W.
 Gibbs, Misses (2) Taylor, Capt.
 Glover, C. Thomas, J. A.
 Goyoso, J. L. Thomson, Dr. J. C.
 Grant, Powell. Umbreller, Mr. and Mrs.
 Hallwright, Dr. & Mrs. Umney, E.
 Hampshire, Mrs. Waller, Mrs. R.
 Hart Buck, Mr. & Mrs. Warren, Mr. and Mrs.
 Heckford, R. G. Washburn, W. S.
 Herbert, A. Watkins, C. A.
 Hill, L. D. Watson, G.
 Hinstaller, Mr. and Mrs. Whitton, Mrs. A. M.
 Mrs. J. E. Wilkison, M.
 Hollingsworth, A. Wilmer, H.
 Hooper, Mr. and Mrs. Wilmer, B.
 Howard, Mr. & Mrs. Wiedner, Mr. & Mrs.
 Howard, Thos. Wiedner, Mr. & Mrs.
 How, L. P. Zandt, R. L. Van
 Hudd, R. Hughes, Mrs. and Miss

VISITORS AT THE KING EDWARD HOTEL.

Atherton, Mrs. Pole, Miss Chandos
 Anton, A. S. Port, Mr. & Mrs. J. C.
 Bagshaw, Capt. L. A. Port, Miss J. C.
 Cock, Mr. & Mrs. Thos. Quarrier, Mr. and Mrs.
 Favre, Miss Quarrier, Miss
 Hildburgh, H. Rosenkrentz, J.
 Hildburgh, H. L. Schmidt, G. Carl
 Jussi, Dr. and Mrs. Scott, C. George
 Klein, F. Shellim, Mr. and Mrs.
 Kohler, A. C. Edward
 Koebl, Stephens, M. J. D.
 Milward, R. C. Stucken, A.
 Nelsen, A. Walker Wilcox, Mr. & Mrs.
 Nicholson, R. N. Comdr. Mrs.
 Nugent, R. N. Comdr. K.

VISITORS AT THE CONNAUGHT HOTEL.

Allen, Mrs. B. Harding, Miss M.
 Barnett, B. Houghton, R.
 Bell, J. Humphreys, W.
 Boissie, Langlands, Capt. P.
 Boyle, W. Marshall, H. C.
 Brewitt, Mr. and Mrs. Marston, M.
 Paul and family, Pollard, Miss L.
 Campbell, Lieut. J. R. Pollard, A. H.
 Carter, Major T. E. The Pollard's Lilliputian Opera Co.
 Catton, Mrs. M. Reiber, F.
 Chester, Mrs. N. Smith, H. S.
 Cléve, Lieut. Colonel Stewart, Mrs. John
 Darbin, Stodart, F.
 Dittma, W. de Thomas, C. B.
 Dufour, Mrs. Trimmingham, N. S.
 Eyre, H. Tyndall, T.
 Gelderman, J. G. Gillingham, F. G.
 Graham, E. R. Williams, W. H.
 Grant, Powell. Wolff, E. A.
 Hachwood, H. Villarem,
 Haimon, A.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Andrew Hardy, Lieut. Comdr.
 Benson, A. P. D. Major Ernest, C.
 and Mrs. H. G. Hubbs, F.
 Berkeley, H. Jeffries, H. U.
 Berner, Gilbert Johnston, Mr. and Mrs.
 Bird, R. N. Surgeon & L. A. M.
 Mrs. J. W. King, R. H.
 Brabazon, Ralph A. Ladd, Mrs. & children
 Brayne, H. F. R. Lee, Mr. and Mrs. J.
 Brent, H. A. W. Macnamara, R. N., Staff.
 Brown, R. E. Col. L. F. Sargeant & Mrs. H. W.
 Brusse, George. Marler, R.
 Bryson, A. McDermott, A. P. B.
 Carre, Arthur R. Mitchell, Robert
 Chapman, Mr. & Mrs. Norris, R. N., Surgeon
 A. H. L.
 Clark, W. Philpot, Leonard D.
 Crocker, Miss Pollock, K. C. H. E.
 Dominich, W. Reid, T. H.
 Douglas, Capt. & Mrs. Rumsey, R. N., Hon. R.
 J. T. Murray
 Ferrier, A. P. D. Col. and Mrs. W. E.
 Mrs. G. H. Scott, Charles R.
 French, A. S. C. Major Sinclair, A.
 G. A. Smith, E. Findlay
 Gibson, Dr. Robert Smith, Findlay
 Grant, G. C. Lindsay Smith, Carl W.
 Gros, Mr. & Mrs. E. F. Tattara, Mr. and Mrs.
 Hamilton, Maj. A. B. Tag Nob.
 Hardy, Mrs. Wenborn, S. T.

VISITORS AT CRAIGIEBURN.

Clutton, Mrs. and child Helms, W.
 Harvey, Lieut. and Parker, Capt. and Mrs.
 Mrs. J. S. Schmidt, H. W. D.
 Lambelle, Lieut. and Tooker, Mr. and Mrs.
 Mrs. F. W. Whitlow, Mrs. & child

VISITORS AT THE QUEEN'S HOTEL.

Boanas, Mr. and Mrs. Russell, J. S.
 Gerard, Capt. Shepherd, E. B.
 Key, Dr. Vanderpool, Mrs.
 Pezars, T.

VISITORS AT THE KOWLOON HOTEL.

Burt, Andrew Gilchrist, Edward
 Courage, G. M. Harvey, S. S.
 Corning, Mr. and Mrs. Jewell, Frank F.
 D. W. Jewell, Mrs. F. F.
 Grimes, F. W. Laisberg, F. W.
 Dellant, M. Nobbs, A. P.
 Lauro, Mr. & Mrs. O'Leary, U.S.A., Pay-
 Fletcher, E. H. master and Mrs. C. K.
 Foley, Miss Lillie E. O'Leary, Master

THE SHARE MARKET.

LATEST QUOTATIONS.

(APRIL 16th.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 = \$5.26 for half-year ending 31/12/1902	\$68 1/2 sales
National Bank of China, Limited	£ 8	3/14 on A. shares for 1902	\$15 buyers
Do. Founders	£ 1	\$1.96 on B. shares for 1902	\$10
MARINE INSURANCES.			
Union Insurance Society of Canton, Limited	\$ 100	60 per cent = \$30 per share for 1901	\$53 1/2
China Traders' Insurance Company, Limited	\$ 25	16 1/2 % = \$4 for year ended 30/3/1902	\$50 sales
North China Insurance Company, Limited	\$ 25	Final of 4 % making 7 % for the year	Tails 200
Yangtze Insurance Association, Limited	\$ 60	20 % = \$12 for 1902	\$140 buyers
Canton Insurance Office, Limited	\$ 50	28 % = \$14 per share for 1901	\$165 buyers
FIRE INSURANCES.			
Hongkong Fire Insurance Company, Limited	\$ 50	\$22 1/2 per share for 1901	\$110
China Fire Insurance Company, Limited	\$ 20	\$4 per share for 1901	\$84
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$1 1/4 for half-year ending 31/12/1902	\$38 buyers
Indo-China Steam Navigation Company, Limited	£ 10	Fin. of 12/- making £ 1 per share for 1901	\$108 sales
China and Manila Steamship Company, Limited	\$ 25	10 % for 1900	\$25 buyers
Douglas Steamship Company, Limited	\$ 50	Div. of \$3 per share for year ended 30/6/1902	\$43
"Star" Ferry Company, Limited	\$ 10	\$1.20 = 12 % for year ending 30/4/02	\$27 buyers
"Shell" Transport and Trading Company, Limited	£ 1	2nd Interim of 9d. making 2/ for 1901	£ 1 7/6
Shanghai Tug Boat Company, Limited	Tails 100	Final of 7 1/2 making 20 % for 1902	Tails 345 sales
Taku Tug and Lighter Company, Limited	Tails 50	Final of 5 % making 7 % for the year	Tails 50
Shanghai Cargo Boat Company, Limited	Tails 100	Final of 5 % making 13 % for 1902	Tails 170 sales
Co-operative Cargo Boat Company, Limited	Tails 100	Final of 7 1/2 making 13 % for 1901	
REFINERIES.			
China Sugar Refining Company, Limited	\$ 100	Fin. of \$7 making \$12 for 1901	\$169
Luzon Sugar Refining Company, Limited	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Company, Limited	Tails 50	Fin. of 7 % making 12 % for the year	Tails 70
MINING.			
Punjom Mining Company, Limited	\$ 10	None	\$3
Punjom Mining Preference Shares	\$ 1	None	35 cents
Société Française des Charbonnages du Tonkin	Frans 250	Int. of Frs. 30 per share for 1901	\$600
Jelebu Mining and Trading Company, Limited	\$ 5	5 % for 1-year end. 31/7/94 (Coupon 9)	\$1 buyers
Raub Alahan Gold Mining Company, Limited	£ 185. 10d.	No. 12 of 1/- per share	\$7 buyers
Chinese Engineering & Mining Company, Ltd.	£ 1	7 1/2 % = 1/6 per share (Coupon No. 1)	Tails 7.50 sales
DOCKS, WHARVES AND GODOWNS.			
Hongkong and Whampoa Dock Company, Limited	\$ 50	Div. of 10/- and bonus of 2/- for half-year ending 31/12/02	\$217 sales
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Interim of Tls. 7	Tails 190
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$95 buyers
New Amoy Dock Company, Limited	\$ 6 1/2	\$2 1/2 for 1901	\$39 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited	Tails 100	Final of Tls. 12 making Tls. 18 for 1902	Tails 300 buyers
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Company, Limited	\$ 10	8 % = 80 cents per share for 1902	\$9 1/2 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	Final of \$6 making \$12 for 1902	\$175
Kowloon Land and Building Company, Ltd.	\$ 50	\$2.30 per share for 1902	\$40
West Point Building Company, Limited	\$ 50	Final of \$1.60 making \$3.10 for 1902	\$55
Hongkong Hotel Company, Limited	\$ 50	\$6 for 2nd half-year making \$12 for 1902	\$145 buyers
Oriental Hotel Company, Limited (Manila)	\$ 50	8 % = \$4 for half-year ending 31/12/1900	\$30
Astor House Hotel Co., Limited (Shanghai)	\$ 25	1 % for half-year ending 31/12/01	\$30
Hotel des Colonies Co., Ltd. (Shanghai)	Tails 25	First year	Tails 18 buyers
Queen's Hotel (Wei-hai-wei)	Tails 25	First year	Tails 25
Hampshire's Estate and Finance Company, Limited	\$ 10	9 per cent. for 1902	\$12 1/2 sales
Shanghai Land Investment Company, Limited	Tails 50	Interim of 6 % for 1902	Tails 112
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	Final of 60 cents making \$1 per share	\$16 1/2 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	3 % for period ended 31.10.97	Tails 40 sales
International Cotton Manufacturing Company, Limited	Tails 100	Interim of 3 % on account of 1898	Tails 40 buyers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Int. div. of 4 % on acct. of 1898 on 6,000 shares	Tails 45 sales
Soy Chee Cotton Spinning Company, Limited	Tails 500	4 % for period ended 31.12.00	Tails 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Limited	\$ 500	25 % for year ending 30.6.1900	\$350

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF
MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.
NEWEST SHAPES AT A SPECIAL PRICE OF
\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT.

April 14th.

R. G. HECKFORD,
MANAGER.